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## Map

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**Big Beaver Road  
Pedestrian Symposium**  
Wednesday, October 1

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Current pedestrian crossing on Big Beaver Road

## Background

It's time to pay attention to the pedestrian, and we need your help! With traffic exceeding 50,000 vehicles each day, the limited opportunity to safely cross restrict the access for residents and the business community to the many dining and retail options that line the corridor. The goal of Move Across Troy and the Big Beaver Symposium is to:

- Provide insight on the problem and background
- Present four possible solutions
- Listen to your feedback and suggestions
- Summarize our findings and evaluate funding possibilities

## Technology Solutions

### Mid-Block Crossings

Mid-block pedestrian crossings are marked crosswalks placed between intersections. They look similar to intersection crosswalks, but often incorporate several design features to increase safety.

### Intersection Crossings

Although intersections represent a very small percentage of road surface mileage, more than one in five pedestrian deaths is the result of a collision with a vehicle at an intersection.

Each leg of an intersection may have different characteristics affecting pedestrian or bicyclist safety.

- Low to medium cost solutions
- Variety of tools to consider

### I-75 Underpass and On/Off-Ramp Crossing

I-75 bisects Big Beaver Road between Crooks Road and Livernois Road. I-75 creates both a physical and mental barrier. The underpass is a dark, dirty, and loud tunnel that is uninviting for pedestrians.

The area has no lighting and is in disrepair. The interstate on and off ramps also pose mobility challenges for pedestrians.



On/Off-Ramp Crossing near I-75

### Grade Separation Crossings

A grade-separated crossing provides a pedestrian access over or under a barrier. Grade-separation crossings are constructed as either bridges or tunnels.

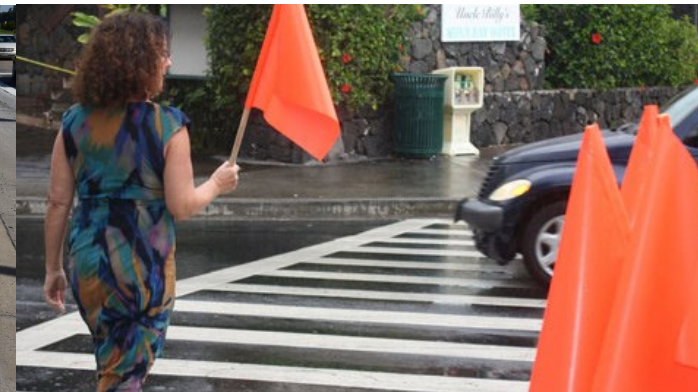
Grade separated crossings are preferred when there is high volume pedestrian traffic that may conflict with heavy vehicular traffic. The bridge connecting Somerset Collection is the example in the corridor.

## Feedback & Interaction

Mark de la Vergne, transportation expert and creator of the Chicago Pedestrian Plan, and Brian Kischnick, City Manager of Troy, are here to listen and discuss questions, concerns, or suggestions.

Mr. de la Vergne will take this input into consideration while constructing his recommendation for improvements.

*Findings and funding possibilities will be presented to City Council during a January 2015 special study session.*



Safety is our priority